

Vol. 30, No. 5

Ragtops & Rumbleseats

May 2023



• 2002 Firebird is Raffle Car for 2023

PEERLESS

Vintage Advertising

This column's theme for May could be Cinco de Mayo or Mother's Day or Memorial Day, but this time we're thinking Kentucky Derby. This ad for the 1929 Peerless describes their Six-61 as a thoroughbred. The Six-61 was the Peerless entry level model in 1929, available as a Roadster, Standard Sedan or Deluxe Sedan. Its straight six produced 62 hp. A Six-81 was available as a 5 or 7 Passenger Phaeton, Coupe, Victoria or Deluxe Sedan. Those produced only four more horses. A straight-8 Model 120 topped the line at 114 hp.

Peerless was one of the Three P's along with Pierce-Arrow and Packard, and the first to disappear, in 1931.

A Thoroughbred—through and through

THE INSTANT YOU look at this car you know it's a thoroughbred. Lines, beauty, size, roominess—all tell of sensational value for \$1195. The Peerless management put a million dollars into getting the Six-61 ready to produce at its amazing low price. Ride in it, and you'll say the money was well spent.

Six-61 Standard Sedan \$1195
*Wire wheels at slight extra cost
(All prices at factory)*

PEERLESS MOTOR CAR CORPORATION
Cleveland, Ohio



In This Issue

Spring Dust-Off is more of a Wash and Dry

Raffle car update

The SIRAACA Archive with an example of Studebaker's Hill Holder

The SIRAACA Time Machine offers its help to those needing repairs

Did you know? Peerless began by making clothes wringers in Cleveland before turning to bicycles and then single cylinder buggies called Motorettes.

Trivia Question: What two automobile brands offered the first wind-up windows in 1919?

Answer: Both Packard and Pierce-Arrow offered wind-up windows that year. Until then, leather strap window lifts were used.

EDITOR -

Paul Arena, Jr.

parena2@verizon.net

PRESIDENT -

Paul Arena, Jr.

parena2@verizon.net

VICE PRESIDENT -

Artie Guarnieri

artie.guarnieri@verizon.net

SECRETARY -

Tony DiAngelo - badbird70@aol

TREASURER -

Phil Boffa - phil.boffa@gmail.com

MEMBERSHIP SECRETARY -

(currently unfilled)

who@where.com

SERGEANT-AT-ARMS -

Rocco Pompa

WEBMASTER - siraaca@yahoo.com

Frank Nathanson

www.siraaca.aaca.com



Minutes of the 565th Meeting

April 4, 2023

1. The 565th meeting of the Staten Island Region AACA was called to order at 7:05 on April 4 at Nucci's. After reciting the Pledge of allegiance and offering a moment of silence, the minutes of the previous meeting were accepted as read.

2. The raffle car was out for paint repair when the body shop contacted us to say his painter and prep man had quit. We were fortunate that no work had begun and quickly moved the car over to Maaco where it will be completed in plenty of time for its debut at the Dust-Off.

3. The majority of the meeting was spent detailing all of the work required leading up to the Spring Dust-Off as well as what's needed on the day of the show. Members are asked to be on site by 6:30 to begin setting up for the show. Please wear the new staff shirts that day. See Artie Guarnieri if you haven't gotten your yet.

4. Artie and Paul updated the members on their efforts to find alternative meeting places within church halls. Not much progress has been made on this front.

5. The Hot Rods & Harleys show in Rahway is May 13. This is a great opportunity for us to help with judging in return for a \$1000 donation and having our raffle car on site. Please let us know of your availability, as we'll need at least 12 of us to make this work.

6. Paul Jr. along with his dad and son Vincent were invited to a Staten Island car collector's showroom in Sayreville, NJ. He recapped the visit, which included Vincent's chance to start up a 1964 Cheetah.

7. The Food Truck Festival at Mount Loretto is set for June 9-11 and we hope to be invited back with our raffle car. If so, volunteers will be needed each day or evening.

8. Upcoming shows include the NJRAACA show on May 7 and the AACA Eastern Spring National in Gettysburg on May 20. The New Dorp High School Show is on June 4 this year.

9. Phil Boffa gave an updated treasury report, with all in order.

10. The meeting was adjourned at 8:20. The 50/50 collected \$36. Eric Weiss won \$18.

Respectfully submitted,
Tony DiAngelo, Secretary

Rain Gives Way for Spring Dust-Off

A promising forecast for our Spring Dust-Off shifted against us in the early morning hours that Sunday, leaving lingering showers in our area until 10:00 am. We were committed to have the show and let our followers know. When the sun showed, our show field began to fill, but in the end we saw just 160 vehicles compete for 26 special awards unique to our spring event. While we left the red carpet to stay dry in our 1963 Chevrolet Stepvan, we still paraded our winners up to the trophy table to announce their awards. These included Decade Awards to Sal DeCaro's 1959 Corvette, Ed Burns' 1967 Pontiac GTO, Richard Mattaliano's 1971 Chevrolet Monte Carlo SS 454, Frankie Sammarco's 1977 Pontiac Trans Am, Joe Guidice's 1989 Lincoln Mark VII, Sean Sacca's 1987 Buick Grand National, Michael Freni's 1996 Cadillac Fleetwood Brougham, Mark Corrao's 1996 Pontiac G8 GXP, Dawn Lipstein's 2007 Cadillac XLR, Anthony Martinez' 2019 Dodge Charger and Len Bosso's 2023 Corvette. Other awards given out to certain marques or vehicle types included Best Corvette to Danny Spalango for his 1978 model, Best Cadillac to Shawn Lipstein's 1985 Brougham d'Elegance, Best Ford to William Unger's 1964 Galaxie 500XL, Best Mopar to John Giobbe's 1971 Plymouth GTX, Best GM to John Darpa's 1984 Cadillac Gucci Edition limo, Best Orphan to Mike Simmons' 1964 Pontiac Catalina, Best Truck to Chris Campanelli's 1964 Chevrolet El Camino, Best Foreign to Spiro Kalamaras' 1980 Fiat X/19, and Best Survivor to Sal Richichi's 1972 Cadillac Coupe deVille. Favorite Custom went to Danny Garcia and his 1970 Camaro, and Future Collectible went to Jimmy Angelillo's 2023 Dodge TRX. The Class of 1973 Award was given to Steve Myers' 1973 Catalina, and the Buick 120 Award went to Alex Mashkov's 1987 Grand National. Two Best in Show Awards were presented, a pre-war trophy to Nick Lupari's 1929 Ford Model A and a post-war trophy to Dave DeSocio's 1959 Fiat 1200 Spider. Our raffle car made its debut and took in \$1,350 in sales despite a smaller crowd than usual. We believe all in all we will come out flat with this show's expenses vs. revenues.



Each year we are treated to a new set of vehicles that are chosen to drive up for their awards, including a '59 Fiat 1200 Spider (above) a '64 Galaxie 500XL and a '71 Monte Carlo SS 454. (photos by Vincent Arena)



From the President

In hindsight, our decision to hold our Spring Dust-Off on April 23 was the correct one. It is far better to have a delayed opening and draw half a crowd than have guaranteed rain from late morning through the rest of the day. That second scenario was how our rain date played out. We are waiting on the final numbers, but without any possible donation back to us from the Commons Cafe, we will lose money on the event. That means we're going to need a big effort to drive revenues between now and our Fall Show. That includes sales of raffle tickets and landing both returning and new trophy donors.

Thanks to everyone who came out in the early morning and waited out the rain until 10:00, and then kicked it into gear to set up the show as the cars began rolling in. I overheard Phil Boffa ask a woman who had just pulled in with her 2007 Cadillac as to why she came out in the rain. Her answer was. "Loyalty". That was an unexpected reply, yet one that reinforced how our "customers" feel about us, our shows, and our efforts to present really good shows each year. I hope you feel proud about your involvement.- Paul Jr.

- NEXT MEETING - May 2

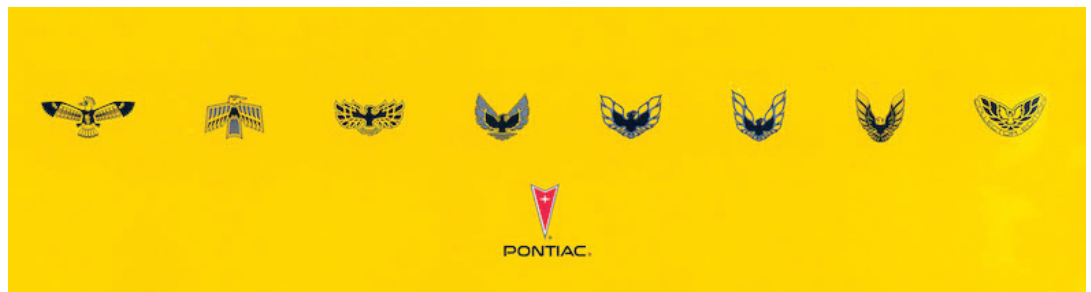
Our May meeting takes place on Tuesday, May 2nd at new location **Nucci's Restaurant** at 4842 Arthur Kill Road (near the foot of the Outerbridge). The club will buy pizza and soda, and members have the option of buying their own food separately.

2023 Hot Rods & Harleys Show, May 13

The Hot Rods & Harleys Show in the streets of Rahway is being held on Saturday, May 13. Our club is being paid \$1000 to provide 10 or more judges to assist with selecting award winners. We also will have our raffle car on hand and will need other volunteers to help sell tickets. The show also features live music throughout the day, and plenty of food options among the local businesses. As of press time, we had very few members RSVP for this event. Please make every effort to join us that day if you can to help, and let us know in advance if you will. Details on location, arrival and more will be discussed at the May meeting.

Raffle Car Update

Our 2002 Firebird is freshened up and ready to go after making its debut at our Spring Dust-Off. Please use this issue's cover as another way of promoting ticket sales among your friends, family, coworkers, etc. Most members have taken tickets to sell. If any need more tickets, ask at upcoming meetings or contact Paul. Jr. Feel free to bring in sold ticket stubs and collected monies at upcoming meetings as well. We'll log your sales to date and keep track of everyone's efforts through the season. If the weather finally cooperates, we'll want the car out and about to further our sales. This car has a higher starting cost than other recent raffle cars, and with the hit we took at the Dust-Off, we'll need not only home runs but lots of singles and doubles to catch up. The Aviation Plaza cruise nites in Linden start on Monday, May 15.



Our 2002 Firebird represents the final year of production for the iconic automobile.

From the SIRAACA Archive

Taken on July 4th in 2009 at the Travis Fourth of July parade, this is a photo of a 1948 Studebaker M-16 school bus. It was owned by member Fred DiGiovanni at the time.

The 20 passenger body was built by Superior Coach and placed on Studebaker's 1 1/2 ton truck chassis. It was powered by a 226 cubic inch Commander "Big Six" that made 94 horsepower. It also featured the optional "Hill Holder", a mechanism built by Bendix that Studebaker introduced in 1936. It was their answer to the problem of stopping on an incline and then manipulating the brakes, accelerator, clutch and gear shift to keep from rolling backwards when underway again. Hill Holder engaged automatically by depressing the clutch pedal while the brakes were on. A valve held the brake pressure until the clutch was released, making the driver's right foot available to step on the gas. Bendix called it "NoRoL" and more cars offered it from 1937 onward. It certainly made sense to have it on a school bus.

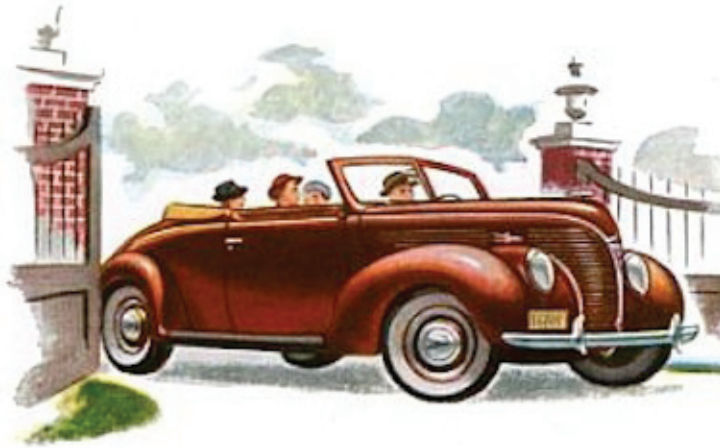
The SIRAACA Archive is a treasure trove of old photos, articles and artifacts that represent our club's history dating back to our founding in 1974. These are not centrally collected, but in the hands of the many members past and present. If you have something from the past that you'd like to share here, let us know.



The one-millionth Plymouth was built in 1934 and sold to the same woman who bought the very first Plymouth ever sold, in 1928. (photo courtesy of Ken Haase).

Upcoming Events

Tell your friends, load up your car and head out to one of these events:



- NJRAACA 70th Annual Car Show, East Hanover, NJ - May 7
- 20th Annual Hot Rods & Harleys Show, Rahway, NJ - May 13
- Galloping Hill Cruisers Cruise Nites, Mondays @ Aviation Plaza - May 15
- AACA Eastern National Spring Meet, Gettysburg, PA - May 17-20
- New Dorp High School Car Show - June 4
- Care Event: Cars Care Show for CP Unlimited, CSI Campus - June 25
- Buick Club All Makes Car Show, Wall Township, NJ - July 15



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The SIRAACA Time Machine

Visiting 1939, we pulled our Time Machine over to see if the mechanic working outside of Tommy's Friendly Service Station needed help with that front left wheel. This was located on New Dorp Lane at 4th Street, an area now covered with parking lots. He told us he was doing fine but knew of a fellow all the way over on Jersey Street near the corner of Crescent Avenue who will be under the front left fender of his car and might need some help in 1940. We flew on over and found him just as advertised, curbside in front of a Mobilgas/Goodrich Tires shop. We chose not to reveal how we knew he was there. Who can identify the cars being worked on?

We continue to pilot the SIRAACA Time Machine around Staten Island in search of our borough's automotive past. We hope you are enjoying this column. Keep in mind we're happy to take requests from our readers as we reveal long-lost dealerships, service stations and interesting vehicles that once called our local streets their own.



(photos from NYC Municipal Records).



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sales@farbetterprinting.com
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